



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090780

Mode: Highway

Status: Submitted

US-70

From/Cross Street: Morehead City

Specific Improvement Type: 1 - Widen Existing Roadway

To: Beaufort Causeway

Project Category: Statewide Mobility

Length: 0.62

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$60,081,000

Description:

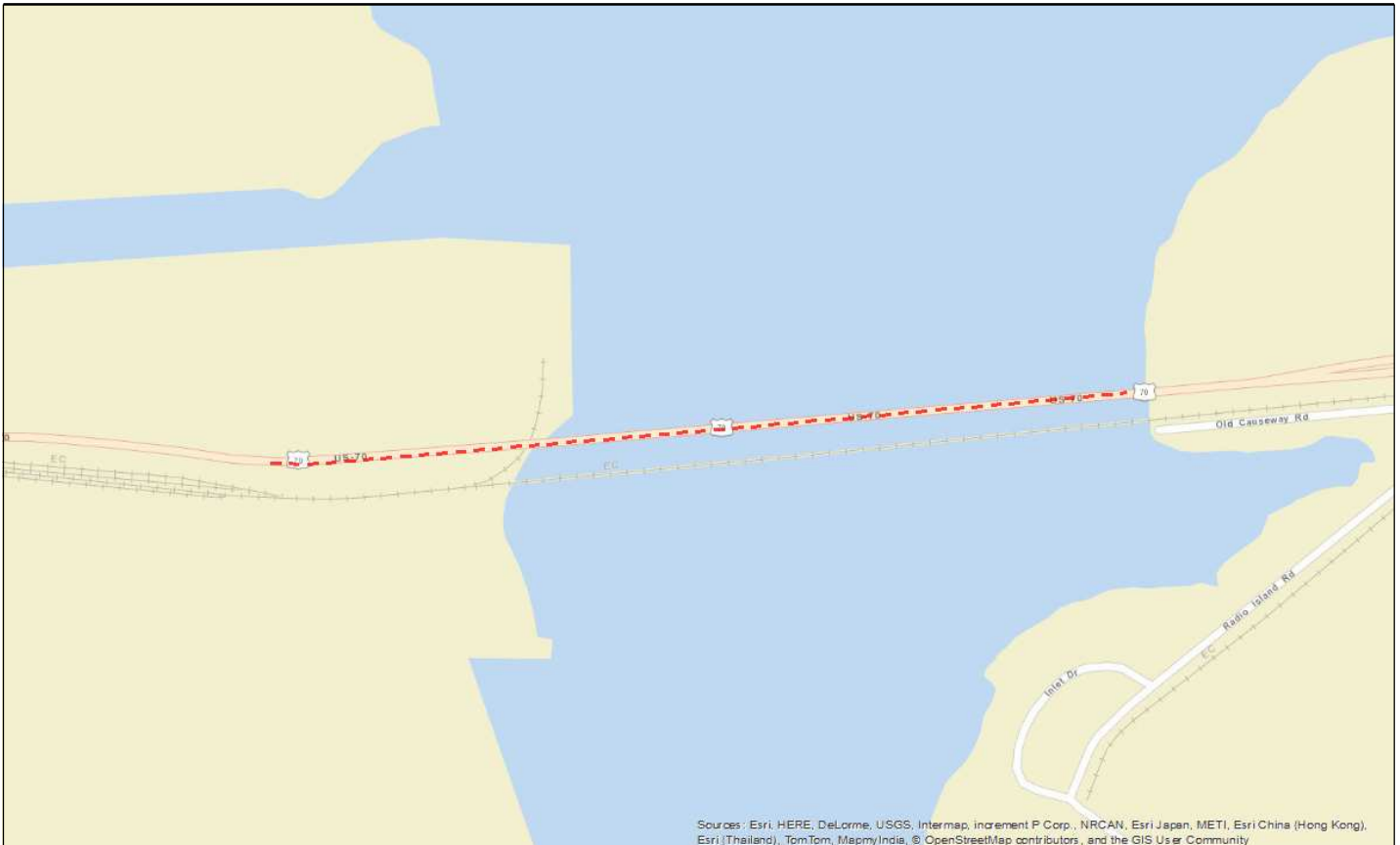
Widening and Improvement of the Newport River Bridge from Morehead City to the Beaufort Causeway

Division(s): Division 2

County(s): CARTERET

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 42.02

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Economic Competitiveness (10%) 6.60 Multimodal + [Freight & Military] (20%) 64.33 [Travel Time] Benefit/Cost (30%) 0.95 Congestion (V/C) (30%) 79.75 Safety (10%) 42.87	N/A	N/A
Totals: Weight: 100% Weighted Score: 42.02		

Regional Impact Total Score: 56.99

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 42.87 Multimodal + [Freight & Military] (25%) 64.33 [Travel Time] Benefit/Cost (20%) 0.95	Percent: 15% Points: 100	Percent: 15% Points: 100
Totals: Weight: 70% Weighted Score: 26.99		

Division Needs Total Score: 30.96

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Multimodal + [Freight & Military] (10%) 64.33 Congestion (V/C) (20%) 79.75 Safety (20%) 42.87	Percent: 25% Points: 0	Percent: 25% Points: 0
Totals: Weight: 50% Weighted Score: 30.96		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	45
Length (miles):	0.62
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	19000
Capacity:	15800
Volume/Capacity Ratio:	1.2
% Autos:	96%
% Trucks:	4%
Truck Volume:	840
Crash Density:	1.61
Crash Severity:	93.29
Critical Crash Rate:	33.73
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	3
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	25
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	99
Actual Congested Speed:	33
Travel Time Index:	1.36

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	45
Length (miles):	0.62
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	2553530.03
Travel Time Savings for 30 Years (Autos):	2440637.11
Travel Time Savings for 30 Years (Trucks):	112892.92
Long-Term Employment:	43
% Change in Economy:	8.89E-05
Provides Direct Connection to Transportation Terminal?	Yes
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 2

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT OnLine tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 2	100%	100	0
	0%	0	0
	0%	0	0
TOTAL Division Points		100	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Down East RPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$57,570,000	TIP Unit
Right-of-Way Cost:	\$2,242,000	Cost Estimation Tool
Utilities Cost:	\$269,000	Cost Estimation Tool
Total Project Cost:	\$60,081,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$60,081,000	